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was sacrificed in the opening of submarine warfare on this side of the ocean. Admiral Knight has been informed that the only missing persons—the crews of the steamships Kingston and Strathdene—have been picked up.

Every man accounted for, they are on their way to New York, where they will arrive not much later than the survivors of the Stephano, the West Point, the Christian Knudsen and the Bloemerdijk, who were brought here and left on trains after a few hours' rest.

## Destroyers Called In.

Only three of the sixteen destroyers which flew to the rescue yesterday and to see fair play are still at sea. These have been reckoned by wireless.

"We are not abandoning the search," said Rear Admiral Glaves, commanding the torpedo flotilla. "We have completed it. There is no more work for us to do."

The work may be done, but the worry is not over. Captain Rose and his destroyer powers, be they represented by one submarine or two or a whole flotilla, still live in the minds of the naval commanders here as a big question mark. He is as much of an enigma as he made himself last Saturday when he slipped into and out of Narragansett bay, but a more sinister one.

## Not Yet Reassured.

Notwithstanding the cessation of submarine activities to-day, shipping men were by no means reassured. If only one raider were concerned who might be waiting only to replenish her supplies, they believed.

This gave rise to a renewal of reports that elaborate methods of supplying foreign submarines from American bases had been perfected.

To dispose of this as possible of claims of this sort as applied to the Narragansett Bay district, William H. Walcott, Deputy Collector of Customs, made a careful investigation to-day to learn if any merchant boat or yacht had cleared from Newport Saturday or Sunday, which might have carried supplies. The investigation, it is understood, was made on orders from Washington.

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## Close Ports to Submarines, Allies' Plea to Neutrals

Note Argues That Allowing Undersea Boats to Take Supplies Makes Harbors a Naval Base—No Distinction Between Trade and War Types.

London, Oct. 9.—The text of the memorandum sent a week ago by the Allies to neutral governments respecting the admission of belligerent submarines into neutral waters or ports follows:

In view of the development of submarine navigation and by reason of acts which in the present circumstances may be, unfortunately, expected from enemy submarines, the Allied governments consider it necessary, in order not only to safeguard their belligerent rights and liberty of commercial navigation, but to avoid risks of dispute, to urge neutral governments to take effective measures, if they have not already done so, with a view to preventing belligerent submarine vessels, whatever the purpose to which they are put, from making use of neutral waters, roadsteads and ports.

The Allied governments take this opportunity to point out to the neutral governments the grave danger incurred by neutral submarines in the navigation of regions frequented by belligerent submarines.

My wireless operator began to send out the S. O. S. For the benefit of the American destroyers he kept repeating we had United States citizens among our passengers.

"Two of the destroyers came racing up until they were near enough to see all that happened. The submarine fired three more shots, at intervals of a minute. None touched. I guess they were not trying to hit us, for they hardly could have missed at that distance."

"In fifteen minutes every one of my ninety-four passengers and my crew of sixty-seven were in the boats and pulling out of the danger zone. We carried eight boats aboard the Stephano, but only six of them were needed."

Sinks Another Vessel. "Night had fallen quickly. As we neared one of the destroyers, which I made out to be the Ericson, I saw the light of the submarine twinkling. It was too dark to see what was happening, but ears did as well as eyes."

There were two more shots, the report of the gun with the rending of plates and timbers. "Although the Stephano remained afloat, the U-boat drew away. She sped a mile and a half to the westward, leaving a wake of white water. It was not the same one behind which the submarine had hidden, I am certain, but one which had been halted about the same time."

The gun of the submarine rattled again. The steamship she had for her target immediately began to settle. "Back came the U-boat to the Stephano. She hadn't been away more than a few minutes. The Stephano was a new boat and well built. I guess the submarine must have wasted about thirty gun shots on her before she gave up."

Wasted Thirty Gun Shots. "I didn't see any of the submarine crew boarding the Stephano, but I suppose they did to make sure every one was dead. When the destroyers returned, she lay a torpedo, which drew the Stephano apart amidships."

"The Stephano split apart before my eyes and seven minutes later I timed her disappearance."

From the story told by Oscar B. Hanson, of Broadbrook, Conn., the wireless operator, it appears that the Red Cross liner might have been saved had her commander been a more timid man. He had picked up a message from the Kansas early in the morning, a relay of the West Point's S. O. S., said Hanson.

He gave the message to Captain Smith, but he didn't pay any attention to it. We were going away from the point where the West Point had been attacked, he remarked, and were in no danger.

John H. Gunthermohr, master of the Bloemerdijk, agreed with Captain Smith that there were at least two submarines concerned. It was a coincidence that the two submarines got together over the wireless reports on their way in to Newport aboard the Ericson, worked out the positions of the vessel, attacked, and then, in a single second, disappeared.

Gave Ample Warning. Captain Fred S. Riley, of the Moran Towing and Transportation Company, of New York, said he was sure the first shot fired by the submarine had been a blank. The German, he was sure, had given the passengers ample warning.

## TEUTONS DEFEND U-BOAT ATTACKS

"Safer and Surer to Raid Coast," Says Embassy Official.

## SEES NO CAUSE FOR TROUBLE WITH U. S.

## Hidden Bases Denied—"Not Needed; Nantucket Near as Mediterranean."

Washington, Oct. 9.—Diplomats of the Central Powers are exultant over the success which has attended the attacks of the German U-boats on Nantucket. They see no cause for international complications. In explanation of why the attacks were made so close to the American shore they point to the number of vessels sunk.

"The excitement about the torpedoing of ships off Nantucket is due probably to the nearness of the attacks," said an embassy official of one of the Central Powers to-night. "Surely the same thing has been happening right along in the North Sea, in the Mediterranean, even in the Arctic Sea—right along."

"Every day we read in the papers that certain ships, of such and such a tonnage, have been torpedoed, but the crews saved. All that is new about the attacks is that they have for the first time been made not far from the American coast."

## Taking Fewer Chances.

"We are naturally much pleased with the success of the move, the wisdom of which has been demonstrated. Near the shores of America, at least for a time, our submarines can operate without danger from the great fleet of trawlers which Great Britain has used against us in the North Sea. Also, there are fewer large vessels of the British navy, so that there is considerable less danger to us, and at the same time the chances for destroying ships of the enemy and ships loaded with contraband are much better."

"But would it not permit the submarine to cruise much longer while actually in search of prey, and waste less time in going back to a base for more torpedoes and other supplies, if they attacked the same vessels in the Atlantic near Great Britain?" he was asked.

"Perhaps, but the increased danger from British naval vessels and trawlers would more than make up for it," he replied. "However, the distance from Germany to the waters off Nantucket is but little greater than the distance from Germany to the Mediterranean, by the route which our boats would be obliged to take, with a wide detour around the British Isles. We have made many attacks in that sea, just as we have made a few in the Arctic. We would be ready to admit that their shipping is not safe anywhere."

"By these few attacks we have not only destroyed enemy property and cut off contraband which would have aided them, but we have definitely increased the cost of every pound of supplies shipped from now on for a while at least. This has been caused by the boosting of the insurance rates on goods shipped on ships flying enemy flags and on contraband shipped in neutral bottoms."

## Denies Bases on Coast.

"It is reported that the Germans may have a submarine base some time along the Atlantic coast," he suggested. "I hardly think that probable," he replied. "In the first place, it would be very difficult to keep the location secret, and its discovery would lead, of course, to international complications. In the second place, it is unnecessary. The Deutschland, which I examined, had a cruising radius of 12,000 miles. That would permit two round trips to American waters, especially as waiting in the lanes of commerce for ships to come along does not use up gasoline very rapidly."

"The United States government has taken the position with Great Britain that her cruisers could not lie off American ports waiting for ships, thus practically establishing a sort of blockade. Would not that apply to the activities of your submarines?"

"I am glad you asked that," was the quick response. "I would like to read what the British Ambassador, Sir Cecil Spring-Rice, had to say in response to that contention by the United States. In his note of March 20, 1916, to the Secretary of State he said in part:

"In this connection I may be permitted to point out that the number of enemy merchant ships now sheltering in harbors of the United States makes it necessary for his majesty's government to maintain their cruisers in a position where they can have the best chance of capturing these ships if they should attempt to escape."

## Sussex Pledge on Trial.

The third question is whether Germany's pledges given in the note of May 6 on the Sussex case have been violated. It is on this question that the first two questions all the facts necessary to a decision are now before the State Department, but from indications given in official quarters to-day they are not being considered.

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## Melt Cheney's prestidigitation was too poor to secure him a living on the stage, but it was more than good enough to win him the kingship of a little island in the South Seas

where his three years of wandering ended in happiness. "The Kingship of Melt Cheney" is a cannibal story of a quite unusual sort, by Albert Bigelow Paine in this week's issue of

## Collier's

THE NATIONAL WEEKLY

## GERMAN RAIDER

## HAD OPEN FIELD

## No British Warship Within 500 Miles When U-53 Began Attacks.

Boston, Oct. 9.—Luck was with Lieutenant Captain Hans Rose, or the commander of the German submarine U-53 well advised. There was evidence to-day that when he set out to attack enemy shipping there was not a British warship within 500 miles of the spot in which he chose to operate.

For some time, according to men who follow marine affairs, there had been only three British cruisers patrolling the Atlantic coast to keep open the path for American-made munitions of war. One of these cruised between Halifax and New York, another between New York and Bermuda, and the third between Bermuda and the West Indies.

Three British cruisers arrived off Nantucket at 2:40 o'clock this morning, almost thirty-six hours after the presence of a German submarine in Newport Harbor had been made known to the world through press dispatches.

Figuring back, marine men, making allowance for the time necessary to get into the ships came under full speed, guessed from the time consumed that the cruisers came 450 or 500 miles, or, in other words, from Halifax or Bermuda.

There was much speculation as to whether the German commander trusted to chance when he virtually advertised what he was going to do and went about doing it so deliberately, or whether his apparent confidence in his plans was based on exact knowledge that a vital strip of the American seaboard had been left unguarded by the British patrols.

## WILSON HOLDS

## BERLIN TO PLEDGE

Continued from page 1

submarine campaign into American waters has confronted the Administration with the problem. The first will be a subject of controversy with the Allies. It is whether the neutrality of the United States was violated by the departure of the U-53 from an American port, and therefore whether the United States is responsible for the destruction since wrought by that vessel.

The second is whether the United States will tolerate making the waters adjacent to its shores a "war zone" and whether it will permit its commerce to be crippled in this way, although it does not violate the letter of international law.

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